

Little Winged Orderlies Are Valuable Aides to the Valiant Troops of France



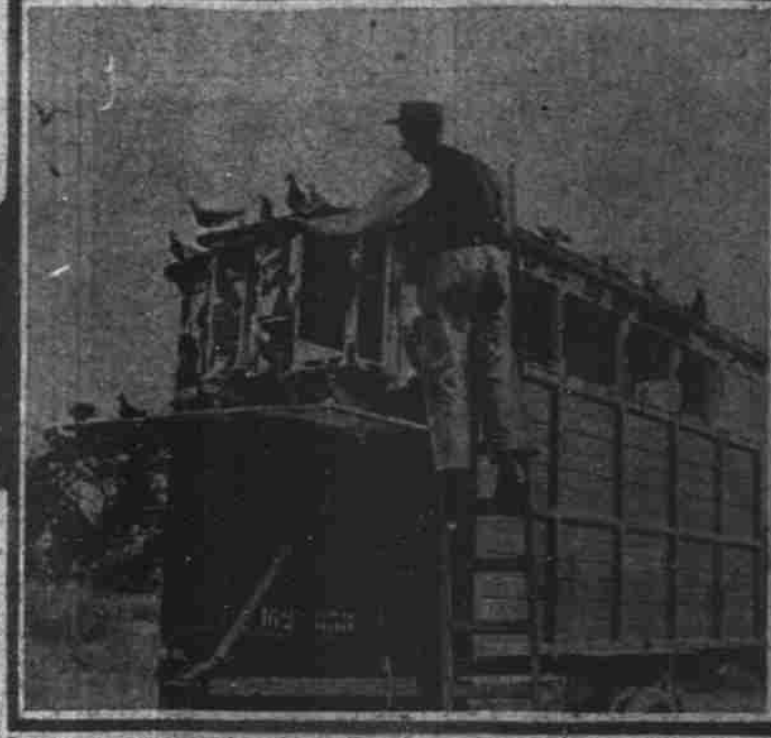
The birds are very fond of human society.



The pigeons are often released for exercise, but fly about near the cote.



The winged messengers are carried to the trenches in wicker baskets.



The home of the pigeons is carried on wheels. They are given the best of care.



The grave of Auguste, an "Ace" among French military pigeons.

PIGEONGRAMS IN FIGHTING ZONES OFTEN SAVE LIVES

Pigeongrams are quite the latest sort of quick delivery message, and over on the battle front of Flanders this sort of message is just about the fastest kind the men high up in charge of the army have there like to get.

For it happens that the carrier pigeon has come into its greatest usefulness during this war. Back of the lines there has been established quarters for the birds, and it has been the great delight of the Allies to train and care for these speedy, faithful messengers.

The "homing instinct" has ever been a fascinating problem, and has engaged the attention of naturalists for years. Careful observations and scientifically conducted experimental tests have been made by savants, and while the opinions of these eminent students has not always been accepted as conclusive, it still remains one of the most interesting questions of zoological science.

Save Men's Lives.

Some of the birds have been equipped with a camera and have been able in this way to observe all the movements of the enemy and return to their commander with the valuable information. But since he cannot talk the camera at his breast speaks for him, and best of all, the camera cannot lie.

When the camera is used on the birds it is held in place by elastic suspenders passed over the back. The objective points straight downward. A clockwork causes the instantaneous shutter to open at regular intervals of half a minute. Thirty pictures can be taken and this will cover a course of ten miles.

The apparatus weighs about two and a half ounces, and it has been

proven that pigeons can carry this weight for over a hundred miles with ease.

Rarely Shot Down.

The bird soldiers on the other side are being used principally as carriers of vital messages. They are better than the wireless for they fly so high that they rarely are shot down and there is little danger of the enemy getting the information.

The use of the carrier pigeon as a messenger brought about by its wonderful faculty, which permits them to go matter from what great distance find their way back to their nests is of ancient date.

Two historic examples of their worth may be recalled.

In 1816, thanks to these messengers, Rothschild was informed of the result of the Battle of Waterloo three days before the English government, and was able to make his famous coup at the Bourne.

In 1870, during the siege of Paris, the service of the pigeons in transmitting messages overhead beyond the enemy's lines is well known.

The bird pollies are kept in specially constructed coops on wheels.

RAILROADS CAUSE HIGH PRICES, SAYS NEWLANDS

With the railroads being blamed by Chairman Newlands as the basic cause of the present shortage and high prices of many commodities, the Senate Interstate Commerce Committee will start its investigation of the rail situation next Wednesday.

Railroad executives and members of the Interstate Commerce Commission will be the witnesses.

LEWIS' OUTBURST AGAINST CROZIER CLIMAX OF PROBE

Col. Isaac Lewis poured out before the Senate Military Affairs Committee the bitterness and disappointment of fifteen years, as he told yesterday the story of the rejection of the Lewis machine gun by this Government.

Summing up the reasons for rejection of his gun, Lewis dramatically laid the whole blame upon "a system that is the curse of America." That system he called "Crozierism," because he declared its chief exponent in the War Department is Maj. Gen. William Crozier, chief of ordnance.

Climax of Inquiry.

Lewis' testimony marked the climax thus far of the military inquiry, which has been filled with startling testimony concerning red tape and delay. It also proved the outstanding feature of a week of Congressional investigation.

During these the Senate Commerce Committee has developed that the shipbuilding program is being pushed with great vigor, under a business reorganization of the Shipping Board and the Emergency Fleet Corporation.

The Reed sugar committee after days of examining witnesses, some of whom bitterly charged Herbert Hoover with mismanagement of the sugar situation, clashed with President Wilson in its last session of the week over admitting Hoover's statement of defense.

Despite the President's request that the statement be read into the records, the committee refused until Hoover could appear personally next Friday.

Adjourn Until Wednesday.

All three investigations adjourned last night until Wednesday, when Major General Sharpe, quartermaster

general of the army, will continue his testimony before the military investigators. The transportation of clothing and supplies to France for Pershing's troops will be gone into. In this respect, the military investigation will dovetail with the shipping inquiry. Commerce committee members are eager to learn whether the transport service and the transportation of supplies for the War Department has been put on an efficient and waste-saving basis. General Sharpe will be asked for detailed information on this point.

The shipping investigators probably will hear Admiral F. T. Bowles, manager of steel ship construction, in executive session. Admiral Bowles wishes to give the committee information concerning the probable completion of ships month by month through the coming year.

To Begin Coal Inquiry.

The Reed committee will begin its inquiry into the coal shortage. This is to be done because of insistence of all the members but Senator Reed. Reed has persisted in keeping on with the sugar inquiry, but Senator Kuylen last night got his agreement to opening the coal quiz Wednesday.

Clifford Thorpe, of Iowa, is scheduled as the first witness. He is to tell about transportation conditions in the Middle West, held responsible in large measure for the fuel famine.

On Friday the Interstate Commerce Committee plans to begin its investigation of the railroad situation the country over.

Investigating committee members, asked today to sum up their impressions of the several inquiries, gave their views of what has been developed thus far.

The military investigation has shown beyond question that the War Department did not avail itself of from \$5,000 to \$50,000 machine guns it might have had because the Browning gun had been purchased for more than \$1,000,000. This gun has never had a field test. All the machine guns Pershing's army has were furnished by France, and contingents in this country have a few French guns, with two makes of American guns.

Forethought of Factories.

Forethought of rifle makers, who saw the war coming before the War Department did, has resulted in insuring a rapid and continuous rifle production from now on, although there was much delay because of official hesitation to decide on minor changes in rifle design. This official hesitation, coupled with departmental red tape, caused a long delay in furnishing initial shipments of rifles, so that thousands of men in cantonments are still without arms.

Artillery delivery has not yet begun, and there is no assurance when it will begin in quantity. For many months to come the American army abroad must depend on France for artillery.

Thousands of troops in cantonments have been given shoes and overcoats too small for them, and months have passed before the de-

partment took steps to correct the condition.

The Council of National Defense has virtually taken over the purchasing power of the quartermaster's department, and has delayed some deliveries in the interest of getting lower prices.

Red Tape Causes Delay.

Red tape causes all contracts, requests for action on important matters, and decisions of policy affecting various bureaus and departments to be sent through half a dozen different offices before decisions are had and action begun.

Personal and professional jealousies have arisen, and, according to testimony, have prevented adoption of inventions and devices later proved of great value.

The sugar inquiry has disclosed that a bitter feud of long years standing among refiners has been continued since the Food Administration took over the regulation of the sugar business last October.

The best sugar farmers of the West are refusing to plant beets because they declare they are not being given a "living price" for their beets.

4 ARE MISSING AFTER BLAST IN WAR WORK PLANT

NEWARK, N. J., Dec. 22.—Four men are missing and are believed to have been killed in an explosion which wrecked the plant of the Newark Rubber Co., manufacturers of raincoats for the army.

Superintendent James Duggett declared he believes a bomb caused the explosion. Firemen think gasoline fumes responsible. Windows for five blocks in every direction were shattered.

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To the People Of the South:

Every year the normal travel is greatly increased during the Holiday Season. This year it will be swelled by the return to their homes for Christmas of a large number of the troops now in camp in the South. Furthermore, an extraordinary current traffic in military supplies, fuel and necessary commercial freight may be expected during the holidays to limit our ability to provide comfortable passenger transportation.

In view of these conditions Southern Railway Company earnestly appeals to the traveling public not to attempt trips during the Christmas Holidays except there be urgent necessity, to the end that those who must travel may do so with a minimum of inconvenience.

SOUTHERN RAILWAY COMPANY.

By **FAIRFAX HARRISON,**
President.

Washington, D. C., December 18, 1917.

From the
Business Office Viewpoint

LIGHTNING FLASHES

Lightning flashes dazzle the eye and the resultant thunder records itself to the least sensitive ear—then both are quickly forgotten.

Electricity controlled and applied to the running of a motor will produce results that last.

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E. C. ROGERS, Business Manager.
THE WASHINGTON TIMES



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